

(January 5, 2015)

Pavement surface smoothness for this project will include International Roughness Index (IRI) testing that will be completed by the Contracting Agency. The Contracting Agency will perform the IRI testing on each through lane, climbing lane, and passing lane, greater than one mile in length and these lanes will be subject to incentive/disincentive adjustments. IRI testing for a lane will be reported every 0.01 mile by averaging the IRI data for the left and right wheelpath within the section.

Bridge approaches and bridge decks that are located within the lanes specified to be tested and are paved with HMA will be included in the IRI testing. Bridge structures, approach slabs and 0.02 miles on either side of the bridge structures and approach slabs will be eligible for price adjustment incentives and excluded from disincentive adjustments.

Ramps, shoulders and tapers will not be included in IRI testing for pavement smoothness and will not be subject to incentive adjustments. They will be subject to parallel and transverse 10-foot surface requirements, corrective work and disincentive adjustments.

Upon completion of the paving operation the Contractor shall notify the Engineer that the roadway is ready for IRI testing. Notification shall not take place until the following conditions are met for all lanes to be tested on the project:

1. All lanes are open to traffic, unrestricted and in their final configuration.
2. All permanent pavement markings are in place or temporary pavement markings to the satisfaction of the Engineer.

If requested by the Engineer the Contractor shall sweep the roadway immediately prior to testing. If the sweeping is needed as a result of the Contractor's operation it shall be the responsibility and expense of the Contractor. Should the Contracting Agency not be able to complete the testing as a result of the Contractor's Work the testing will be rescheduled and any additional costs to the Contracting Agency will be deducted from monies due or that may become due the Contractor.

It is the intent that the testing will be completed and the results provided to the Contractor within 30 calendar days of the Contractor's notification that the roadway is ready for testing. If weather or other conditions exist which are determined by the Engineer to be unsuitable for IRI testing of the pavement then the testing will be deferred until favorable conditions are available and the 30 calendar days extended.

Provided that all other Work required for Substantial Completion has been completed; the day following the Contractor's notification that the roadway is ready for IRI testing through the day the IRI data is provided to the Contractor will be nonworking days in accordance with Section 1-08.5.

Corrective work for pavement smoothness may be taken by the Contractor prior to IRI testing. After completion of the IRI testing the Contractor shall measure the smoothness of each 0.01 mile section with an IRI greater than 125 with a 10-foot straightedge within 14 calendar days or as approved by the Engineer. The Contractor shall identify all locations that require corrective work and provide the

straight edge measurements at each location that exceeds the allowable limit to the Engineer. If all measurements in a 0.01 section comply with the smoothness requirements the Contractor shall provide the maximum measurement to the Engineer and a statement that corrective work is not required. Unless approved by the Engineer, corrective work shall be taken by the Contractor for pavement identified by the Contractor or Engineer that does not meet the following requirements:

1. The completed surface of all courses shall be of uniform texture, smooth, uniform as to crown and grade, and free from defects of all kinds.
2. The completed surface of the wearing course shall not vary more than $\frac{1}{8}$ inch from the lower edge of a 10-foot straightedge placed on the surface parallel to the centerline.
3. The completed surface of the wearing course shall vary not more than $\frac{1}{4}$ inch in 10 feet from the rate of transverse slope shown in the Plans.

All corrective work shall be completed at no additional expense, including traffic control, to the Contracting Agency. Pavement shall be repaired by one or more of the following methods:

1. Diamond grinding; repairs shall not reduce pavement thickness by more than $\frac{1}{4}$ inch.
2. Removal and replacement of the HMA wearing course.
3. By other method approved by the Engineer.

For repairs following IRI testing the repaired area shall be checked by the Contractor with a 10-foot straightedge to ensure it no longer requires corrective work. With approval of the Engineer a lightweight profiler, California profilograph or other device may be used in place of the 10-foot straight edge.

If correction of the roadway as listed above either will not or does not produce satisfactory results as to smoothness or serviceability the Engineer may accept the completed pavement and a credit will be calculated in accordance with Section 5-04.5(1). Under these circumstances the decision whether to accept the completed pavement or to require corrective work as described above shall be vested entirely in the Engineer.

During the last review of this roadway, which was conducted on *** \$\$1\$\$ **, by the Contracting Agency the following IRI (inches/mile) values were obtained. The IRI values are informational only and are average IRI values for 0.10 mile sections. Additional information may be available for review at the Engineer's Office.

SR	Begin	End	IRI	IRI
			Running Avg	Running Avg
			NB/EB	SB/WB
	Milepost	Milepost	(Inch/mile)	(Inch/mile)

\$\$\$2\$\$

\$\$\$3\$\$

\$\$\$4\$\$

\$\$\$5\$\$

\$\$\$6\$\$

1 ***
2